

Property Name: Cockeysville Freight Station **Inventory Number:** BA-886
Address: 10811 Railroad Avenue **Historic District:** ☐ Yes ☒ No
City: Cockeysville **Zip Code:** 21030 **County:** Baltimore County
USGS Quadrangle(s): _____
Property Owner: _____ **Tax Account ID Number:** _____
Tax Map Parcel Number(s): _____ **Tax Map Number:** _____
Project: Central Light Rail Project **Agency:** MTA
Agency Prepared By: _____
Preparer's Name: _____ **Date Prepared:** _____
Documentation Is Presented In: _____
Preparer's Eligibility Recommendation: ☐ Eligibility Recommended ☐ Eligibility Not Recommended
Criteria: ☐ A ☐ B ☐ C ☐ D **Considerations:** ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ **Eligible:** ☐ Yes **Listed:** ☐ Yes
Site Visit by MHT Staff: ☐ Yes ☐ No **Name:** _____ **Date:** _____

Description of Property and Justification: *(Please attach map and photo)*

Eligibility Recommended: X Eligibility Not Recommended:
Criteria: A B C D Considerations: A B C D E F G
MHT Comments: Determined eligible by J. Rodney Little by letter dated November 29, 1988

Date _____

Capsule Summary**BA- 886****Cockeysville Freight****10811 Railroad Avenue****Cockeysville, Baltimore County****ca. 1892****Private**

The Cockeysville Freight building, located at 10901 Railroad Avenue, was constructed circa 1892 in the Queen Anne style, popular between 1880 and 1910. Like the local passenger station before it, Cockeysville Freight was constructed under the direction of Joshua Cockey III—rather than the Northern Central Railway—in 1892 at near the junction of the main rail line and branches that ran to the local quarries and marble works just west of the town center. The freight building was an important aspect of the rail line in Cockeysville, because it enabled local industrialists to send materials from their quarries and works into the town for use there. It also enabled them to ship their materials out of Cockeysville into other areas of the county.

The freight depot is a one-story wood-frame building resting on a wood plinth. Weatherboard siding is located under the stringcourse and under the eaves, while the wall surface between the openings is clad with vertical boards. It has a brick pier foundation with corrugated sheet metal placed between the piers. Some of the stretcher bond brick piers have been parged. The slate-tiled, hipped roof has overhanging eaves with exposed rafter tails and sawn triangular wood bracket supports. Terra-cotta pantile cresting with two ball finials, one of which is broken, decorate the building at the ridge of the roof. The area surrounding the property is industrial in nature.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA- 1886

1. Name of Property (indicate preferred name)

historic Cockeysville Freight
other

2. Location

street and number 10811 Railroad Avenue not for publication
city, town Cockeysville vicinity
county Baltimore County

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Specialty Wire, Inc.
street and number 10811 Railroad Avenue telephone 410.785.2500
city, town Cockeysville state MD zip code 21030

4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courthouse tax map and parcel map 42 parcel 354
city, town Towson liber 4338 folio 593

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources
previously listed in the Inventory

1

7. Description

Inventory No. BA- 886

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Constructed circa 1892, the Queen-Anne style freight depot is located at 10811 Railroad Avenue in Cockeysville. The area surrounding the property is industrial in nature. The freight depot is a one-story wood-frame building resting on a wood plinth. Weatherboard siding is located under the stringcourse and under the eaves, while the wall surface between the openings is clad with vertical boards. It has a brick pier foundation with corrugated sheet metal placed between the piers. Some of the stretcher bond brick piers have been parged. The slate-tiled, hipped roof has overhanging eaves with exposed rafter tails and sawn triangular wood bracket supports. Terra-cotta pantile cresting with two ball finials, one of which is broken, decorate the building at the ridge of the roof. Two non-contributing sheds are located on the property.

EXTERIOR DESCRIPTION

The building is similarly detailed on all four elevations, thus having no primary façade. However, passengers on the railroad would pass the building on the east side, making that east elevation the most prominent. The east elevation consists of a wide, central single-leaf sliding freight door. The door detailing includes diagonal boards placed in an inverted v-pattern with a central wood divider and a wooden stringcourse, lintel, and sill plate. A 6/6 window with narrow wood casing is located to the south of the entry.

The north elevation is similarly detailed, but has a central single-leaf wooden four-paneled door. The surround has a square-edged wood casing and a two-light transom.

The west elevation faces Railroad Avenue and almost mirrors the east elevation. This fenestration pattern includes a wide central, single-leaf, freight sliding door. The door detailing includes diagonal boards placed in an inverted v-pattern with a central wood divider and a wooden stringcourse, lintel, and sill plate. A 4/4 window with a square-edged wood surround and a metal grill is located to the south of the entry door.

The south elevation has an off-center single-leaf entry consisting of a wood six-paneled door. New wood steps have been erected. They have vertical board wall siding. A four-light fixed window with a square-edged wood surround and metal security bars is located to the east of the entry door.

INTERIOR DESCRIPTION

The interior was not accessible at the time of the survey.

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Cockeysville Freight, 10811 Railroad Avenue, Cockeysville
Continuation Sheet

Number 7 Page 2

OUTBUILDINGS

There are two non-contributing utility sheds on the property, both dating to the 1990 period. One is located to the south of the depot and has an asphalt shingled gable roof. The shed has been set directly on the ground without a structural foundation. The building is clad in vertical board and has a single-leaf metal nine-light door and two 1/1 windows on the façade, which faces south. There is a 1/1 window on the east and west elevations as well. The shed houses the office for a lumber company leasing the property.

The shed on the east side of the building is small with an asphalt-shingled gambrel roof and vertical board siding. A two-leaf door with faux cross bracing is located on the north elevation.

8. Significance

Inventory No. BA- 1886

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates	ca. 1892-1961	Architect/Builder	Unknown
Construction dates	ca. 1892		

Evaluation for:

☒ National Register ☒ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Cockeysville Freight building, located at 10811 Railroad Avenue, was constructed circa 1892 in the Queen Anne style, popular between 1880 and 1910. Like the local passenger station before it, Cockeysville Freight was constructed under the direction of Joshua Cockey III—rather than the Northern Central Railway—in 1892 at near the junction of the main rail line and branches that ran to the local quarries and marble works just west of the town center. The freight building was an important aspect of the rail line in Cockeysville, because it enabled local industrialists to send materials from their quarries and works into the town for use there. It also enabled them to ship their materials out of Cockeysville into other areas of the county.

HISTORY

Joshua Cockey, the primary landowner in the area, first settled the town of Cockeysville, originally known as Cockeysville Station, in the 1720s. The town is strategically located a half a mile east of the Beaver Dam marble quarries. Although agriculture was the mainstay of the Cockeysville community and the abundance of limestone only enabled the agricultural industry to continue to thrive, Cockeysville was not recognized as an important community for its agricultural endeavors. Instead, it was the deposits of marble that established a place for Cockeysville in the surrounding community. Marble quarrying began in this region in 1780 and fully developed between 1815 and 1829. Shortly thereafter, the area's abundant limestone deposits were quarried. In 1804, the first limestone was burned in nearby Texas, Maryland. The availability of these two important stones enabled the construction of local buildings to feature marble and also limestone, although the latter was primarily used for agricultural purposes.¹

The early 19th century saw a great change in the town's rural character. Before the construction of the Baltimore and Susquehanna Railroad, Cockeysville was composed primarily of large farms with buildings scattered over the landscape. In 1838, the Baltimore and Susquehanna Railroad officially opened, passing through the town of Cockeysville, for travel from Baltimore to the Maryland/Pennsylvania line. The

¹ The Heritage Committee of the Greater Timonium American Bicentennial Committee, Inc., *The Limestone Valley* (Timonium, MD: The Greater Timonium American Bicentennial Committee, 1976), pp. 13, 131.

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Cockeysville Freight, 10811 Railroad Avenue, Cockeysville
Continuation Sheet

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construction of the railroad through the town center enabled Cockeysville to grow into a larger community that included a wide array of commercial interests for a town of its size. By the mid-1800s, Cockeysville's commercial structures included a carriage manufacturer, carpentry shop, butcher's shop, dentist's office, distillery, and saloon. There were at least two general stores, blacksmith's shops, cobblers, and medical doctors. Compared to other towns in the vicinity, Cockeysville could have been considered rather urban in its character.²

In 1854, the Baltimore and Susquehanna, York and Maryland, York and Cumberland, and Susquehanna Railroad Companies were consolidated into the Northern Central Railroad Company, one of the largest railroad companies in Maryland. Thus, its location near the junction of the York Turnpike and the Northern Central Railroad meant the continued growth of the town throughout the second half of the 19th century. Nevertheless, Cockeysville still managed to maintain a considerable amount of its original character even though it continued to grow.³ In 1877, commercial properties in Cockeysville included a blacksmith's shop, a carriage manufacturer, two merchants, and a marble works. By 1881, the small town's population had grown to 270 people located at this important intersection. By the late 19th century, the town of Cockeysville and its vicinity had established a flourishing trade industry supported by agriculture, mills, and marble quarries, necessitating the establishment of the National Bank of Cockeysville in 1891.⁴

As the founding family, the Cockeys were an important in the town's development throughout the 19th century. In addition to being one of the founders of the Sherwood Church in 1830, Joshua Cockey II (1800-1891) funded the construction of many of Cockeysville's commercial buildings. Joshua F. Cockey III was an important civic leader in the town, establishing a general store circa 1860 in addition to the bank that he later oversaw. He also directed the construction of many of the dwellings along York Road that comprise the town of Cockeysville.

Joshua Cockey III was also instrumental in the construction of the local passenger train station, located at the northeast corner of the intersection of the Northern Central Railway and the York Turnpike directly across the tracks from his residence. With increased marble quarrying and continued overall growth of the region in the late 19th century, it was necessary for the Northern Central Railway to construct a freight depot near the junction of extended lines to the local marble quarries with the main rail line that ran through the town. In addition, the town of Cockeysville, as the headquarters of the *Baltimore County Advocate*, received and much attention

² The Heritage Committee of the Greater Timonium, p. 15.

³ J. Thomas Scharf, *History of Baltimore City and County from the Earliest Period to the Present Day: Including Biographical Sketches of Their Representative Men* (Philadelphia: Louis H. Everts, 1881), pp. 344-345; see also The Heritage Committee of the Greater Timonium, p. 17.

⁴ *Atlas of Baltimore County, Maryland* (Philadelphia: G. M. Hopkins, 1877), p. 47; see also Scharf, p. 877.

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Cockeysville Freight, 10811 Railroad Avenue, Cockeysville
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throughout the mid-19th century from that newspaper regarding the development of the railroad in the surrounding community.⁵

Although the Northern Central Railway was largely complete by the late 19th century, it was nonetheless necessary to continue increasing service along the various lines and to expand general services offered by the railroad to passengers and businesses in the vicinity. Joshua Cockey III—rather than the Northern Central Railway—oversaw the completion of the Cockeysville Freight building in 1892 at near the junction of the main rail line and branches that ran to the local quarries and marble works just west of the town center. The freight building was an important aspect of the rail line in Cockeysville, because it enabled local industrialists to send materials from their quarries and works into the town for use there. It also enabled them to ship their materials out of Cockeysville into other areas of the county.⁶

In 1902, Joshua Cockey and his wife sold the Cockeysville Freight building to the Northern Central Railroad Company for \$1,500. It remained in the Railroad's possession until 1961, when the company sold it to David Rosen for \$2,500. Four years later, Rosen sold the Cockeysville Freight building to Wire Realty Company, which then leased it out to various businesses. Once the freight building passed into Wire Realty's ownership, the landscape around the building began to change by the addition of three noncontributing frame sheds surrounding the initial structure. In the late 1970s, it was the location of the Depot Antique Shop. It later became the headquarters of the Packard Fence Company, which still leases the building.

⁵ *Atlas of Baltimore County, Maryland*, p. 47; see also Martin Van Horn, *Green Spring Accommodation: 130 Years of Rail way History in the Green Spring Valley, Baltimore County, Maryland, 1832-1962* (Polo, IL: Transportation Trails, 1996), pp. 8-15.

⁶ *Atlas of Baltimore County, Maryland*, p. 47.

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Continuation Sheet

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Chain of Title

- May 13, 1889: Joshua F. Cockey Last Will and Testament to Joshua F. Cockey, Jr.
Will Records of Baltimore County
Liber BWA 9 Folio 299
- July 23, 1902: Joshua F. Cockey and Anna B. Cockey to Northern Central Railway Company
Land Records of Baltimore County
Liber 254 Folio 178
- January 16, 1961: Northern Central Railway Company to David Rosen
Land Records of Baltimore County
Liber 3914 Folio 512
- August 5, 1964: David I. Rosen and Crane Higger Rosen, wife, to Wire Realty, Inc.
Land Records of Baltimore County
Liber 4338 Folio 593

9. Major Bibliographical References

Inventory No. BA-1886

Atlas of Baltimore County, Maryland. Philadelphia, PA: G. M. Hopkins, 1877.

The Heritage Committee of the Greater Timonium American Bicentennial Committee, Inc. *The Limestone Valley.* Timonium, MD: The Greater Timonium American Bicentennial Committee, 1976.

Scharf, J. Thomas. *History of Baltimore City and County from the Earliest Period to the Present Day: Including Biographical Sketches of Their Representative Men.* Philadelphia, PA: Louis H. Everts, 1881.

Van Horn, Martin. *Green Spring Accommodation: 130 Years of Railway History in the Green Spring Vally, Balimore County, Maryland, 1832-1962.* Polo, IL: Transportation Trails, 1996.

10. Geographical Data

Acreage of surveyed property .80 Acre
Acreage of historical setting .80 Acre
Quadrangle name Cockeysville

Quadrangle scale: 1:24,000

Verbal boundary description and justification

Since circa 1892, Cockeysville Freight has been associated with the .80 acre known as parcel 354 as noted on grid 22, map 42 of the Baltimore County Tax Assessor's Office.

11. Form Prepared by

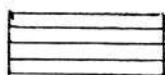
name/title	L. V. Trieschmann, A. L. McDonald, and J. J. Bunting, Architectural Historians		
organization	EHT Traceries, Inc.	date	24 September 2000
street & number	1121 5th Street NW	telephone	202.393.1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

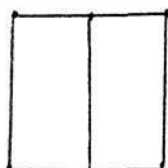
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

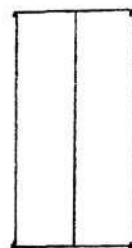
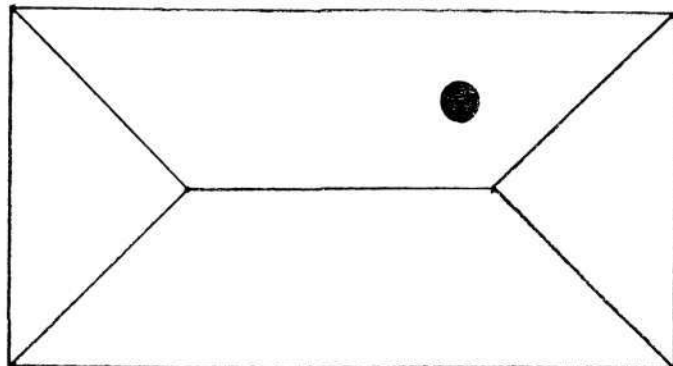
HISTORIC
RR TRACKS



SHED (NON-CONT.)



SHED (NON-CONT.)



TRAILER (NON-CONT.)

RAILROAD AVE

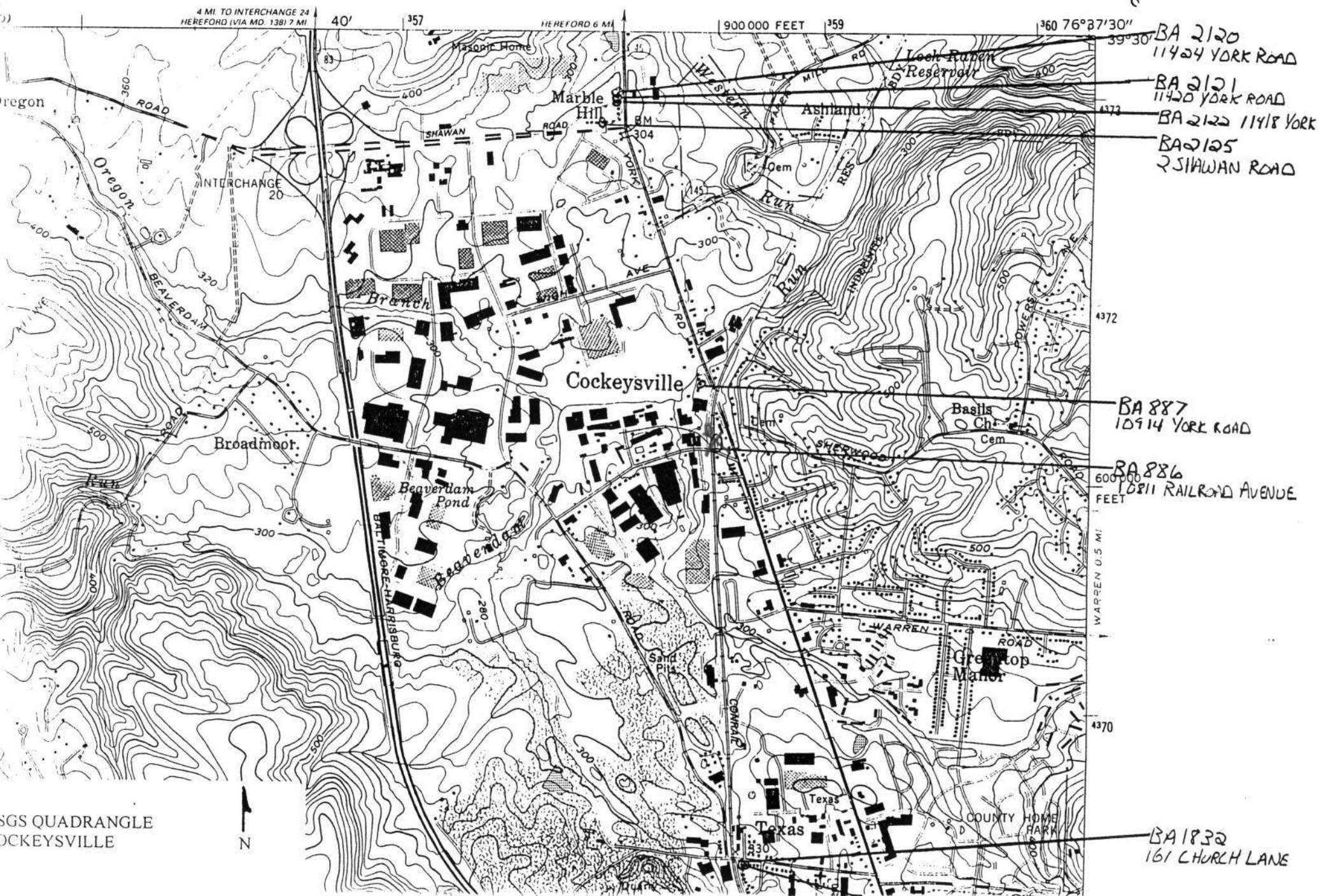
COCKEYSVILLE AVE

BA 886
COCKEYSVILLE FREIGHT
10811 RAILROAD AVE
COCKEYSVILLE
BALTIMORE COUNTY

NOT DRAWN TO SCALE



5663 II SE
(PHOENIX)





BA 886

10811 RAILROAD AVE

BALTIMORE COUNTY

TRACERIES

500

MD SHPO

NORTHWEST CORNER, LOCATED SOUTHEAST

1 of 4



BA 386

10811 RAILROAD AVE

BALTIMORE COUNTY

TRACERIES

5/00

MD SHPO

EASTERN ELEVATION, LOOKING WEST

2 of 4



BA 386

10811 RAILROAD AVE

BALTIMORE COUNTY

TRACERIES

5/00

MD SHPO

NORTHEAST CORNER, LOOKING SOUTHWEST

30F4



BA 886

10811 RAILROAD AVE

BALTIMORE COUNTY

TRACERIES

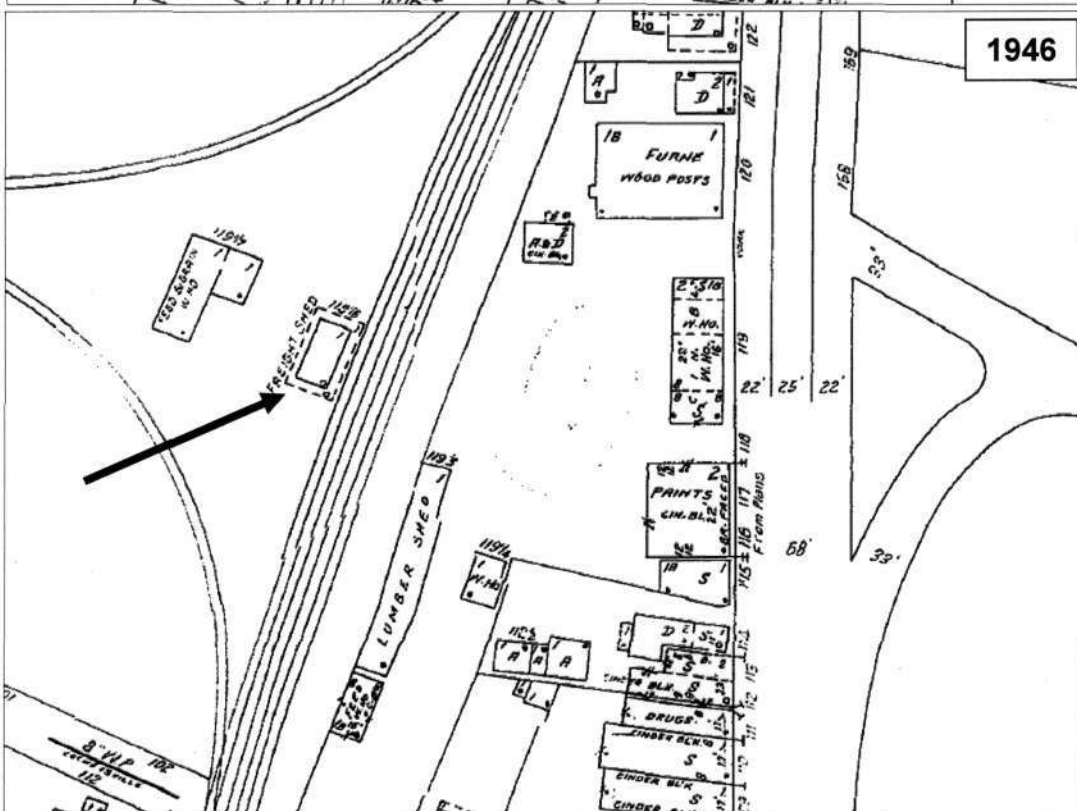
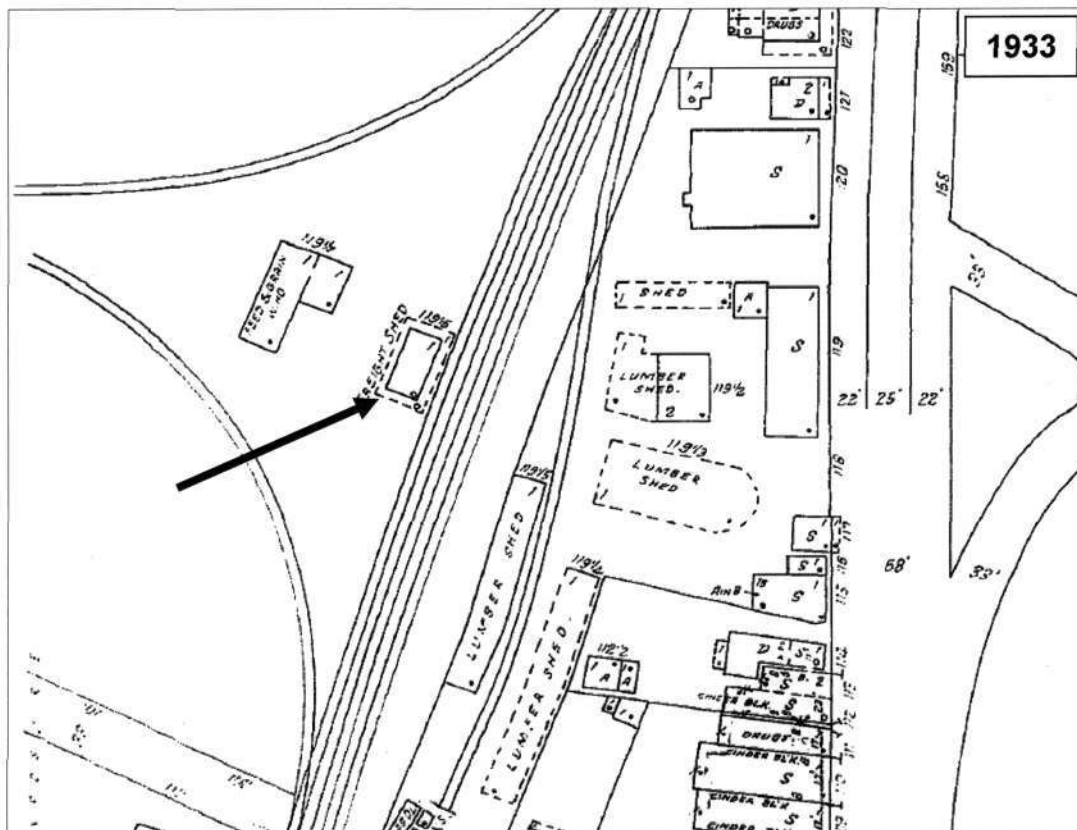
5/00

MD SHPO

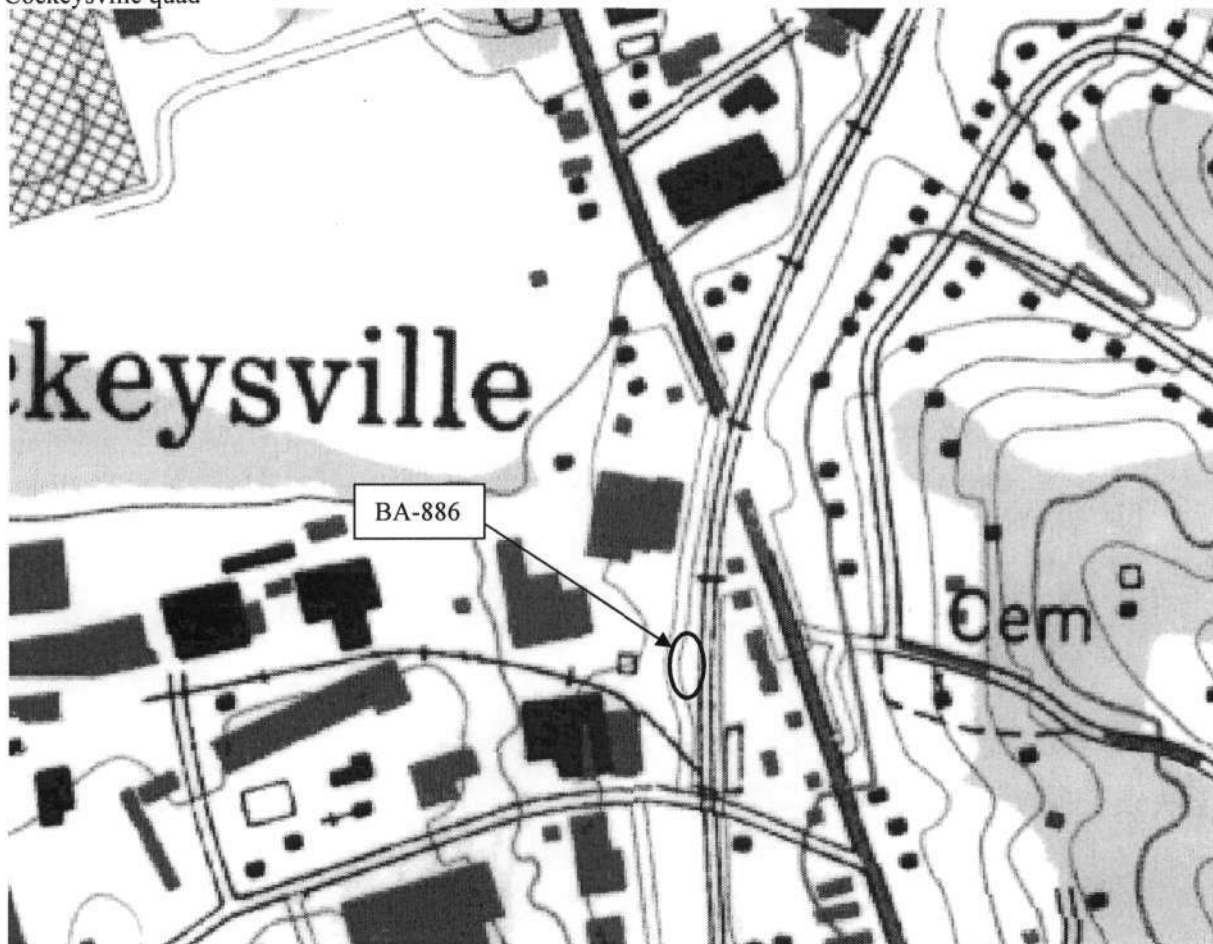
SOUTHWEST CORNER, LOOKING NORTHEAST

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BA-886
Cockeysville Freight Depot
Sanborn Maps



BA-886
Cockeysville Freight Station
10811 Railroad Avenue
Cockeysville quad



Bing Maps (formerly Microsoft Live Earth) image



BA-886

COCKEYSVILLE FREIGHT STATION - 1892 - West side of former NCRR tracks, north of Cockeysville Road. Frame structure in Victorian style, vertical board siding; bracketing; hip roof. Sold off by the railroad. In 1978 was in use as the Depot Antique Shop. Owner: Maryland Specialty Wire, Inc.